MAY 19 '8

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VI. NO. 20. CLEVELAND, O., MAY 15, 1884 $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Since the H. J. Jewett was launched she has had four wheels.

The barge Genesee Chief has taken Eliza Gerlach's place on Smith's drydock.

The river tug William A. Moore will receive a new boiler, made by the Variety Iron Works.

The iron tug International, built by the Globe Shipbuilding Company of Montreal, will depart for Buffalo in a few days.

The schooner Emma C. Hutchinson will not accept the grain rates at Chicago. She left for Escanaba to load iron ore for Lake Erie.

A large lumber raft arrived on the 12th from Black River, Mich, in tow of the tug Gladiator, consigned to the Cleveland sawmill Company.

Messrs. Quayle's Sons are building a number of cribs, to be sunk at the foot of Wilson avenue, for the protection of John Bergman's ice house, upon which the lake is encroaching. They will form a breakwater 1800 feet long.

The Sophia Minch and John B. Merrill, two of the victims of the Cleveland harbor of refuge last fall, appeared in port on the 13th, the former having completed a round trip to Marquette, laden with ore. The Merrill has received repairs at the Milwaukee Shipyard which places her in very good shape and which we described in the RECORD of a prior date. Captain Colman is still in command.

A system of fog signals for steamers is being urged upon Congress by William Wichman, of Washington Harbor, Wis. He proposes that steamers blow a long blast at first to indicat the main point in the compass toward which they are going, and a succession of blasts, longer or shorter, to follow as an indication of the exact bearing they have. One long blast means north, two east, etc.; one long and one short, N. N. E.; two long and one short, E. S. E. etc.

The Detroit & Cleveland Steam Navigation Company have introduced a new feature, which will undoubtedly be appreciated by Cleveland and the general public. It is practically a series of Saturday night excursions, and is so arrainged that those who wish can take the regular Saturday night boat, and arriving in Detroit, can spend the day in that city and return on a Saturday night steamer in time for business early Monday morning. In the same arrangement like favors are extended to the people of Detroit as well as Cleveland. The new programme goes into effect June 29, and closes with the 14th of September.

The three new propellers for the Canadian Pacific Railway company will arrive at Owen sound during the present week, the boats having already passed the river, bound up. The boats are steel clear up to the rail, with main and promenade decks and two spars, also of steel. They are ocean steamships in every respect. The boats are 270 feet keel, 38 feet beam, 15 feet hold, and 23 feet 3 inches molded depth of hold. Each has accomodations for 1,000 passengers. The engines are fore and aft compound. and develop 1,700 horse-power. The boilers are of inch steel. They steer by steam and are lighted by electricity.

Charters, schooner S. L. Watson, coal, Cleveland to Milwaukee, 70c; schooner Jura, pig iron, St. Ignace to Erie, $1; steamer Raleigh and consort, Lucerne, coal, Ashtabula to Chicago, 75c; steamer John E. Potts, coal, Ashtabula to Portage, p. t.; schooner Monterey, coal, Cleveland to Milwaukee, 75; schooner Senator, coal Cleveland to Milwaukee, 75; steamer City of Cleveland, coal Cleveland to Milwaukee, 70. The latter vessel takes her coal of Thomas Axworthy and leaves this port on Thursday. Steamer Selah Chamberlin is loading coal at Ashtabula for Port Arthur and will tow the schooner D. P. Rhodes, also with coal, from Ashtabula at Port Arthur.

Captain Cassidy will sail the viaduct draw another year.

The John B. Merrill will take coal at T. Axworthy's dock for Milwaukee.

The telegraph office at the Sault will be of much benefit to vessel men.

Messrs. Grover & Son will furnish six range lights for Point Au Bar, on Sault river.

The Canada tug Jessie is in Globe drydock getting her top sides calked and bottom overhauled.

Slight damage occurred to two or three vessels at this port during the blow of Tuesday night.

The steamer Idaho, of the Lake Superior Transit Line, arrived yesterday from Buffalo. She took on some freight for Duluth.

The schooner Sandusky, consort of the steamer Superior, arrived at this port yesterday and went into Globe drydock to have a leaks topped.

Messrs. J. A. & L. P. Smith will build the lighthouse crib. They being the lowest bidders. It will be 29½ feet high, and otherwise 40x40, built of pine and sunk with stone.

During the panic on Wall street yesterday the steamers Nahant and Commodore cornered the Main street bridge. The new harbor master was sought for but could not be found.

The City of Cleveland, Captain J. Stone, recently converted into a steamer by the Globe Iron Works, will leave to-day for Lake Superior. Her valves which were adjusted yesterday, work well. We take pleasure in saying that the City of Cleveland is now the finest looking boat in Captain Bradley's fleet.

The steambarge Townsend, an account of the compounding of whose engine by the Cuyahoga Works appeared in a recent issue, has made her first round trip; and her officers report the working of the new engine as being most satisfactory. While no engine is expected to come up to its best duty until it has been run for a short time, the economy of fuel is already very marked. The Townsend is now towing one more large vessel than last season and yet in spit of the large increase of power required, she is now doing the increased work with a saving of 25 per cent of her former fuel, and will doubtless do much better after running a short time.

The following letter from the engineer of the steamer Cumberland, which had a new engine built during the winter at the Globe Iron Works, explains itself:

CHICAGO, May 8.

Mr. Robert Wallace:

DEAR SIR: In regard to the working of the new engine on the Cumberland, and which you are doubtless interested in, I desire to say that for a first trip the average given below is good: Steam 90 pounds, vacuum 22 inches, revolutions 72 per minute, cutting off at 12 inches, with throttle half open, the coal consumption being 1200 pounds per hour, with the schooner Helvetia in tow, and going nine miles per hour, which equals her speed without a tow before the change was made in the engine. The dimensions of the old engine were, high pressure 32 inches in diameter by 48 inch stroke, and low pressure 60 inches in diameter by 48 inch. The present engine is only 30 inches in diameter and 48 inch stroke, for high pressure and 56 inches in diameter by 48 inches for the low pressure.

The above is a true statement of average and in still weather without wind everything works well. MHTTHEW THOMAS.

Engineer of steamer Cumberland.

The case of William J. Miller against the schooner Franz Siegel, which was some time since referred by Judge Welker of the United States District Court, to Earl Bill, Commissioner, was partly heard on Monday last, and the hearing adjourned until Saturday morning next. It will be remembered that the suit was brought to recover $268 for material and repairs furnished the Siegel.

DETROIT.

Special to the Marine Record.

DETROIT, May 13.

The propeller R. J. Gordon appears to be left out in the cold this season, at least so she is unprovided with a route.

All the Canadian vessels which wintered at Windsor, opposite this city, are being fitted out.

The schooner Sara of Port Burwell, arrived here with wood.

"It is never too late to do good." The schooner Seaman, built in 1848, took from here a cargo of grain for Buffalo at going rates.

A party of experts left this city on Saturday on board the steamer Saginaw to Wyandotte, to witness the launching of the new railroad steamer Lansdowne, gotten up by the Detroit Drydock Company for the Grand Trunk Railway. She slid broadside into a slip amid the shouting of a large crowd present. Her dimensions are: 316½ feet long, 41 feet beam, 75 feet over bulwarks, and 15½ feet depth of hold. She is provided with three tracks to carry eighteen cars. The engines are those formerly in the transfer steamer Michigan, which has been laid aside. She has sidewheels twenty-nine feet five inches in diameter and is arranged to run either end first. Her route will be between Detroit and Windsor.

The tug John Owen, it is stated, has already cleared this season $1,400.

Captain Mills' harbor tugs have been in active service this season, either in rescuing vessels stranded, or towing rafts and vessels to and from lake Erie. One of them is always on hand for special calls, attended by a reporter to deliver letters or telegrams to passing vessels.

The steamer Northerner, of Ward's Lake Superior Line, left on Sunday for Duluth with 16,000 barrels of lime and 800 tons of coal. The Lake Superior Transit steamers leave here on regularly advertised time.

Mr. S. A. Murphy, of Murphy Brothers, arrived home on Saturday from Southampton, whither he had been to examine the condition of the steamer Manitoba, stranded at that place last fall. She lies in a bed of sand full of water, with seven feet of water at the bow and stern and six feet two inches amidships. He does not anticipate much difficulty in raising her. The schooner Heather Bell, ashore there, will probably be abandoned by her owner.

The large scow Louisa, lumber laden, waterlogged in Lake St. Clair the latter part of the week, and was towed here by a harbor tug.

The steamship Harry E. Packer arrived here on Saturday with her rudder unshipped. John Jarvis, the submarine diver, went down and soon put things to rights, when she proceeded on her voyage.

The United States propeller Warrington left on Saturday for Little Traverse Bay with material for the construction of a ligthouse there, also a fog signal station at the Sturgeon Bay canal and repairs to lighthouses in that region.

J. B. Baker takes the position of manager of the Star line of steamers at this port in the place of R. L. Montgomery, deceased. Mr. B. has been connected with the office for fourteen years and knows the ropes.

Early on Sunday morning, as the steamer City of Detroit was coming up the river, opposite Springwells, a party of five persons, crossing the river in a boat, vainly endeavored to cross the steamer's bows, notwithstanding the whistle was sounded, warning them of her approach. This, it appears, was unheeded. The boat was struck and capsized, resulting in the drowning of one of the party named Albert Siloff. The others were rescued by the steamer's boats and brought up to the landing. The lost man was only 21 years of age.

A dispatch was received here yesterday announcing the loss of the Emma A. Mayes on Lake Superior, laden with coal. The crew were saved. She was built at Marine City in 1871, 429 tons burden, and was valued at $11,000. The present owners are Mitchelt & Boutell, of Bay City.

The propeller New York stranded at Bar Point Saturday night but was released after lightering some fifty tons of her cargo.

The schooner New Hampshire was sold the other day for one dollar. For a vessel that has been tempest-tossed for thirty-eight years wrecked fifteen times, and not a soul lost, she was deserving of a better fate. There are others of her day and generation on Lake Michigan, notably the Tempest, 36 years; Clipper City, 30 years; Ralph Campbell, 29 years; propeller Buckeye, 28 years; Dreadnaught, 28 years; York State, 27 years, and Lone Star, 27 years, all in a fair state of preservation.

The steamer Evening Star has commenced plying to Toledo.

Latest—Charters: Schooners Belle Hanscombe and Geo. M. Case, staves, Detroit to Buffalo at $4, $6, and $8 per M; schooner Canton, lumber, Saginaw to Sackett's Harbor, $4 per M; schooner Jessie, paving cedar, Au Sable to Detroit, $2 per cord; the schooner H. N. Todman, lumber, Fishing Island, Lake Huron, to Walkerville, at $1.50 per M; schooners St. Josephs, cedar posts St. Joseph's Island to Detroit at 5c each; scow Grace Amelia, lumber, Au Sable to Chatham, $2 per M; schooner Consuello, coal, Lorain to Sault River at 80c per ton; steambarge Henry Howard and consort Sea Gull, coal, Cleveland to Pine Lake, 75c; the schooners Blazing Star and Hartford both discharged coal at Viger's dock.

The new sidewheel steamer Minnie M., built during the last winter at John Oade's shipyard for Ira Owen, of Chicago, coaled up yesterday, and has taken her departure for the waters of Lake Michigan, to ply between Escanaba and Manistique.

The barge Susan Ward put in an appearance here yesterday with a cargo of lumber. To look at her it would hardly be

[Continued on 4th page.]

MARINE LAW.

CHARTER PARTY--CLASSIFICATION A CONDITION PRECEDENT.

New York City Court, Trial Term.

Jacob A. Jacobson et al against William Ruger et al.

The charter party described the vessel as A2 Norwegian veritas, but it appears upon the trial at the time the charter party was entered into she had no such letter, but had been measured and was doubtless entitled to such a rating.

Held. That this was a condition precedent, and that the charterer was not bound to load her when tendered, even if she possessed her letter at the time of tender.

The cases of Baetjer v. Bors. 7 Benedict, 280) and Ansberg v. Wright 30 Hun, 76 distinguished, and French v. Newgass (L. J. C. L. 361 approved.

Hawes, J.—There is not, I think any dispute as to all the essential facts in this action. The defendants entered into a charter party on the 27th day of February, 1882. The instrument described the vessel as the "Bark Chapman, of Ansberg, as Norwegian Veritas, A2, of the burthen of 425 tons.

The ship was then lying in the Port of London and the contract was made in New York. Upon her arrival in New York it was ascertained that she had no classification whatever, although she had been examined, but did not either upon her arrival or while here have a certificate. It also appears that at the time of the charter she was not classed as A2 Norwegian Veritas, and defendant claims that owing to this fact he was not liable under the charter party. It seems to me that the defense is valid in case it should be held that the classification was to be deemed a condition precedent.

The statement as to her class was explicit and absolute, and I am unable to see how it could be held to be deecriptive in any general sense. Each vessel has a certain rating in the different Lloyds and she is that or nothing. It is not, as in the case of Baetjer v. Bors (7 Benedict, 280,) as if she were deemed to be rated as A2, or of a character to admit of such a rating, which would always leave it in uncertainty, but she is represented to be postively of such a grade, which is well defined, and is not a subject of estimate or conjecture. In this respect it seems to me that this case falls within the ruling in Bohn v. Burness (3 Best and Smith, 751, where it is held that "if the descriptive statement was intended to be a substantive part of the contract, it is to be regarded as a warranty, that is to say, a condition on the failure or non-performance of which the other party may, if he is so minded, repudiate the contract into," and this would seem to be the uniform rule in all the cases I have examined.

In Simonnette v. Foster 2 Fed. Rep., 415 the representation in the charter party guaranteed that she should carry 1000 tons dead weight, whereas the survey showed that she could carry but 925 tons. Held, that the charterers were not bound to accept the vessel.

So in case of Hurst v. Osborne (18 C. B., 144,) the ship was represented as "the good ship the Elizabeth, A1;" but before her arrival she lost her letter. Held, that the charterer was bound to load, as all the requisites at the time of making the charter party was fulfilled, and there was no warranty that it would be continued.

In French v. Newgass (47 L. J., N. S., C. L., 361,) the charter party described the ship as A1/2, and she was so classed at the time of making the charter, but it was learned that an error had been committed and her classification was canceled. Held, that there had been no breach of warrantry, and that the charterers were bound to load. See also Routh v. McMillan (2 H. & C., 750;) Tully v. Howling (2 Q. B. D., 182).

In Ahrenburg v. Wright 30 Hun, 76) and Baelzer v. Bors (7 Benedict, 280 the question turned upon the construction to be given to the language, and in both of these cases the guaranty was as to the character of the vessel to be subsequently determined, and could be held as descriptive of what the vessel would be when properly classified, and it was not shown that she fell below the description the charterers were held liable.

Neither of these cases can with any propriety, be deemed analogous to the case at bar.

The rule would seem to be finally established that whatever is set forth in the charter party, at the time of entering into it, which could be deemed an essential element, is a condition precedent. In a time charter time is of the essence of the contract, and a classification is even more vital, for all the charterer's rights depend upon it. The rate of insurance and the ability to obtain a load depend upon it; and in view of the practice which prevails among merchants and brokers of selling these charter party rights, the classification must be deemed of the most importance and as constituting the chief element of the contract.

I have been unable to find any case in the English or American reports where this precise question has been raised, as they are generally instances where the charterer has declined to load owing to the fact that at the time of the tender the ship was without a letter. The undoubted tendency of admiralty decisions looks to the protection of the ship master, and the economy of the law in that regard is doubtless wise, and the uniform rule has been that the charterer must take all the risks of the voyage. The ship owner can justly claim that he is not an insurer as was held in Hurst v. Osborne, supra,) and if a charterer enters into a charter at any particular time he is liable for the condition of the vessel and the description of her at that time, and at that time only. It happens in the case at bar that the rule which has almost invariably been invoked by the master, works an apparent hardship. His ship was doubtless of a rating that would justify her classification as A2 in the Norwegian Veritas, but this furnishes no valid reason for overturning the law which has always favored him.

It is suggested by the defendant that this description should be deemed a representation and not a condition precedent, and if I should so hold I think that the plaintiff should recover under the proof, but I feel quite sure that a warranty exists. There is no description of the ship to the effect that she will, upon measurement, be found to be of such a class. A warranty is said to be a stipulation inserted in a writing on the literal truth of which the contract depends, and this may be said to be its severest definition. It has, to my mind, none of the characteristics which pertain to a mere representation, for the classification as set forth in this charter party establishes, as a positive and undeniable fact, the home of the ship, her character and reputation in the commercial world. Such a representation goes to the root of the contract, and this must be deemed the fair intention of the parties. It is not a case where the maxim "simplex commendatio non obligat" would prevail, for representation creates all of value that the there is in the contract so far as the character is concerned and he had a clear right to rely upon it as a warranty of the fact, and when it became known to him that she had no classification he was justified in rejecting the charter and in refusing to load.

It is claimed by plaintiff that the defendant waived his right by reason of his negotiations. Upon the arrival of the vessel he went on board and found that she had no class and immediately wrote a letter declining to load, and his interviews prior to that time do not, it seems to me, amount to a waiver of his rights under the contract. I have examined the record with care and I am unable to discover any act which would create an estoppel, or would in any way deprive him from declining to load when the vessel was tendered.

It is perhaps proper that I should add that I concur with the plaintiff in his view of the measurement of the cargo upon which freight is payable within the provision of the charter party. I assume that the plaintiff will not seriously claim the conference before the produce exchange arose to the dignity of an arbitration in law which would in any sense be binding upon the defendants, and I have not therefore discussed that phase of the case.

Judgment for defendant, with costs.

George B. Foster for plaintiff; Beebe, Wilcox & Hobb for defendant.

Filed April 1, 1884.

It is predicted by competent authorities that the output of this year from the Lake Superior region will considerably exceed that of 1883, when 2,200,000 tons were mined.

THE ST. LAWRENCE AND LAKE ONTARIO.

In regard to the large number of wrecks which have occurred in the St. Lawrence river the past season permit us through your columns to express an opinion on the above subject by which it will be seen that the fault is not altogethers, with the pilots employed on these vessels, but most of the blame rests on our legislator who in the last few years past have been seized with a mania of economy, by which the public welfare as well as the different branches of the public service are to-day suffering. In the last thirty years past, hardly any improvements have been made in the way of lights and buoys on the river from Cape Vincent to Ogdensburg, with the exception of a few buoys set a couple of years ago by the light-house tender "Hayes," and which are let out by contract to be taken up in the fall, and reset in the spring, and they are seldom found in their right places, some lying down flat on the water and others standing up and some of them not set out until the season is well advanced; only one lighthouse has been built lately, (The Sisters,) otherwise the river is about the same as it was thirty years ago, as far as facilities of navigation are concerned. In those days, vessels of light draft of water were the only ones that navigated the river day and night, and could make fast alongside of any rock that was nearest at hand if necessary, but not so now, since the opening of the new "Welland Canal," vessels and steamers of large tonnage, and heavy draft are coming through Lake Ontario and seek the St. Lawrence as the most practical water highway, and outlet to the seaboard from the great lakes.

Now sir, the great question is this: "Is the river St. Lawrence sufficiently lighted and buoyed to allow such crafts to navigate through safely on dark nights? To that question we most emphatically answer "No!" It is not; there is not a range light in the river to-day, that is of any practical use at all, and the buoys can not be seen at any distance at all in the dark. Petitions have been circulated and signed by vessel owners, masters and pilots, and presented to Congress for additional improvements, but always failed, as an example we will mention that a petition was signed and presented last winter a by number of citizens interested in lake and river navigation to have a light erected on the Northwest point of Carlton Island, but no attention paid to it, although the matter has been agitated for the last four years. With the present limited facilities, it requires skill and good judgment to navigate a steamer of twelve to fifteen hundred tons burden, drawing 12 or 13 feet of water, through the Narrows of the St. Lawrence in a dark night. The pilot or who ever is in charge has to judge the distance from the nearest shore the best he can, which is not an easy matter to do, and as for running the river by courses steared by compass it is an impossibility to do so, the current will always sheer the vessel over to one side or the other; and then add bad steering, as those heavily loaded steamers generally do in the river, it is a wonder that more accidents do not occur.

In fact Lake Ontario and river St. Lawrence are not overstocked with the necessary facilities for safe navigation of the large crafts that are at the present time coming through the new Welland Canal, and it is clearly to be seen where the fault is; for instance a couple of years ago the main light at Charlotte harbor (Lake Ontario) was discontinued and a little red light at the outer end of the west pier left to mark the entrance, and being Pier Harbor it is highly necessary that there should be range lights in order to facilitate as much as possible, the entering of vessels, especially during heavy northeast gales, which make the entrance to Charlotte harbor very dangerous in dark nights. The same time there was a rumor afloat that the Oswego main light would also be discontinued but fortunately such a scheme was frustrated in time, as Oswego can not very well afford to dispense with any of her lights at the present time.

On Lake Erie last fall in the November gales a large steamer stranded on the Peninsula at the entrance to Erie Harbor. The captain in his report declared that if the old light, which also for some reason or other has been discontinued, had been lighted the accident would not have occurred. From the above we should come to the conclusion that our government considers human lives cheaper than kerosene oil and that all such schemes were invented by some overzealous government official whose principal hobby isto save oil.

In conclusion permit us to state that the men employed as pilots or masters in our lake merchant marine at the present day, are generally as capable as can be found anywhere, well used to battle with the elements in close quarters, where there is no searoom to depend on, constantly on the lookout for a lee shore and breakers ahead, There may be a few exceptions, but we consider the owners responsible in a good many cases for hiring "cheap men," and they must abide by the consequences, sand we therefore consider it of the utmost importance to urge by all means the necessary improvements and that every possible thing should be done to promote the welfare of our Lake Merchant Marine.—*Correspondence in Odgensburg News.*

GENERAL NEWS.

The Cayuga Lake steamboats, four in number, which were sold by the estate of the late T. D. Wilcox, have been purchased by an Ithaca company.

Artesian wells in New York show that the East river underflows the Island. In the deep wells lately sunk the water ebbs and flows with the tide.

The House committee on rivers and harbors has agreed to insert in the river and harbor bill an item of $300,000 for the Hennepin canal.

The steamer City of Portland, plying between Portland, Me., and St. John. N. B., struck on a ledge off Owl's Head early Thursday morning, and is breaking up. The passengers and officers kept cool, and no lives were lost, a sloop and steamer taking off all on board.

Captain M. Wyman died at Fair Haven, N. Y., a few days ago, aged 95 years. He was a pilot on Lake Ontario under commande) of Chauncey in the early part of the war of 1812. For three years Captain Wyman sailed upon salt water, and for thirty years upon the lakes, a considerable portion of the time in the employ of Bronson & McNair, and was master of a number of vessels, among them the Clarissa of Genesee and the Henrietta, of Oswego. Afterward he engaged in sail making at Oswego.

OPENING AT DULUTH.

Statistics of the opening of navigation show that the average date of the opening of navigation at the head of Lake Superior, for the 16 years ended 1871, was May 1st; the average date at Buffalo for 61 years is April 22d. In 1872 the ice left Duluth harbor March 9th, and there was no further obstruction to navigation. In 1873 the first steamer arrived May 24th, but the ice did not entirely leave until June 17th. In 1874 ice broke up April 25th; first steamer out May 4th. In 1875 ice broke up May 8th; first steamer out May 15th. In 1876 the lake did not close till February 2d, and the ice broke up April 27th, but was held here during May and June by northeast winds. First steamer out May 7th, first in May 10th, but the ice obstructed navigation more or less until June 10th. In 1877 ice disappeared April 5th, first steamer out April 29th, first in May 4th. In 1878 no ice formed, lake open all winter; tug went to Silver Islet in January and February. First steamer out April 14th; first steamer in from lower lakes, April 12th. In 1879 the little ice formed in this end of the lake broke up March 12th, and the tug Siskiwit started for Prince Arthur's Landing March 15th, and made two trips before April 1st. The northeast wind brought in floating ice, but the Manistee sailed on April 28th; the Quebec arrived May 6th, the first boat from the lower lakes. In 1880 the first boat from below was also the Quebec, date of arrival May 1st. In 1881 the ice entirely disappeared April 27th; first departure May 5th, a tug for P. A. Landing; first arrival, the Manistee, May 9th, from Houghton, where she had wintered; first arrival from the lower lakes, the Northerner, May 14th. In 1882 scarcely any ice formed at the head of the lake; the D. M. Wilson left for Buffalo April 18th; first arrival from below, the N. K. Fairbank, April 23d. Last year, though the winter was very cold, little ice was formed, and it all left here April 6th; the Osceola left for Buffalo May 2d, and the Manistee for Portage May 3d; the Wallula was the first boat to arrive from below, May 14th, followed in a day or two by quite a fleet.—*Duluth News.*

S.S. STATE OF FLORIDA.

The captain of the Titania reports that on May 5th, at 5 p. m., while proceeding up the Gulf, and off Bird Rocks, observed a ship exhibiting two bright lights, and thinking he wished to communicate, bore down upon him and took off twenty-four passengers and the crew rescued from the State of Florida, of Glasgow. The steamship City of Rome passed them while on board the ship Louisa and answered their signal, but did not stop.

The following is an official report of the third officer of the State of Florida: Left New York the 12th of April with about 167 passengers and crew and a full general cargo. All went well until the night of the 18th; at 11:30 came in collision with the bark Ponema, of Chatham, N. B., Captain Hetburn. Both ships went down almost instantly, and out of the steamer's passengers and crew only forty-four, including the stewardess, managed to escape in the boats, and out of the bark's crew of thirteen, only the captain and two seamen were saved. The next morning the bark was observed bottom up. The survivors, after being thirty-five hours in the boat without food or water, were rescued by the Norwegian bark Theresa, of Christiana, from that port bound to Quebec. On the 22d twenty-four of them were transferred on board the ship Louisa, of and from Cardiff for Quebec, where they remained until the 5th of May, when they were taken on board the Titania for Quebec. It is believed 135 lives were lost.

NAUTICAL NOTES.

The ice has disappeared from the entrance to Buffalo harbor.

Only about 600 bushels of the Siberia's cargo were found to be wet.

Sturgeon Bay tugmen desire a coal wharf at that place.

The schooner Brooklyn has been taken to Marine City for a general overhauling.

Buoys were placed Thursday on all the shoals near St. Ignace, Mich.

The light formerly shown from the tower at Copper Harbor has been discontinued.

The water in Portage lake is said to be eighteen inches lower than it was at this time last year.

The Chicago and Ogdensburg Line has contracted to bring 40,000 tons of coal from Ogdensburg to Chicago.

The lumber laden steamer George King ran aground inside the breakwater at Dunkirk Wednesday morning.

The propeller Juniata, of the Anchor Line, ran aground seven miles below Mackinaw City on Tuesday.

A red light has been placed on the end of the long pier, on the west side of Portsmouth harbor, as a guidance to vessels entering the harbor.

Immense steam pumps are being placed in the Oneida, and a jacket has been put around her to keep out the water. It is expected to float her in a few days.

The Thames & Mersey Insurance Company, represented at Detroit by Captain Eber Ward, lost a considerable amount on the flour which formed a part of the State of Florida's cargo.

The steam yacht Cyclone is having a condenser added to her machinery at the Globe Iron Works in the hope of maintaining her present speed, and at the same time make a saving of fuel.

The lighthouse construction steamer Warrington loaded with material at Detroit for the building of a new lighthouse at Little Traverse Bay, a fog signal at the Sturgeon Bay canal, and repairs to several lighthouses.

The schooner Antares, one of the oldest craft in existence, has gone to the bottom. She was lying at the dock in the Ogden canal and sunk from causes unknown. It is doubtful if she is ever raised. She was built at Cataraugus, N. Y., in 1852.

Mr. Clark I. Butts' fine vessel, the Thomas P. Sheldon, is painting and fitting out in Chicago to go into the grain and ore trade. Captain Archie McHenry, formerly of the schooner I. L. Foster, is her master, and naturally feels proud, as he has reason to, for being put into so staunch a craft.

The steamer City of Dresden was seized by the custom authorities at Windsor just as she was ready to depart for Lake Erie. She gave bonds in $400 and was permitted to proceed. She is charged with going to Sandusky, and from there to Point Au Pelee, without reporting to the landing officer at the latter port. The same steamer had to pay $400 duty on repairs made here last spring.—*Detroit Free Press.*

The old saying that a boat launched on Friday will never fare well, says the Saginaw Herald, is knocked in the head now. The T. S. & T. Company's barge J. R. Edwards started her keel at Marine City on Friday, launched on Friday, shipped the captain Friday, left Marine City on Friday for Saginaw and arrived on Friday, and laid up for the season at Marine City on Friday. "Good Friday."

The propeller Colorado, formerly of the Commercial Line, and which exploded last fall, was sold at Steinberg Elevator, Buffalo, in the presence of a large crowd of men interested in marine commerce. The wrecked steamer was sold under orders from the United States Court. The first bid was $1,000, by Mr. Cook, attorney for Francis D. Moulton & Co., who libeled the boat. She was struck off to Captain Dan Rogers, of the firm of Rogers & Brown, for $11,050.

The sidewheel steamers Chicago and Cheboygan form a daily line between Chicago and points on the west shore as far north as Manitowoc, including Racine and Milwaukee leaving Chicago every morning at 9 o'clock, except Saturdays, when one of them leaves at 8 in the evening. About June 1st the sidewheel steamer Muskegon will be placed on the same route, so as to form a day and a night line between Chicago and Milwaukee. At present the Muskegon is running between Milwaukee and Manistee, along with the sidewheel steamer Corona. The latter will be placed on the route between Manitowoc and Sturgeon Bay as soon as the steamer City of Ludington, which is receiving a new shaft at Milwaukee, is ready to take her place on her present route. The fine steamer Menominee is making tri weekly trips from Chicago to Grand Haven and Muskegon, connecting with the Detroit & Milwaukee railway. The screw steamer Depere, which has been the winter boat of the company, is now lying at the wharf in Chicago undergoing a thorough refitting preparatory to going on the Green Bay route, which includes Chicago and all prominent points on the west shore to Washington Island, thence on Green Bay to Fayette, Escanaba, Menominee and Green Bay City.

SIGNAL LAMPS,
—WITH—
Patent Fluted Lens And Perfect Colors.

GET THE BEST & AVOID COLLISIONS.

These Lamps give a more brillant light than any Signal Lamp now in use. They have been adopted by the principal Ocean and Lake Steamers and Vessels, and are for sale in the principal ports on the Atlantic coast and lakes

French Wrought Iron Ranges and Boilers for Steamers and Hotels. Manufactured by

Felthousen & Russell,

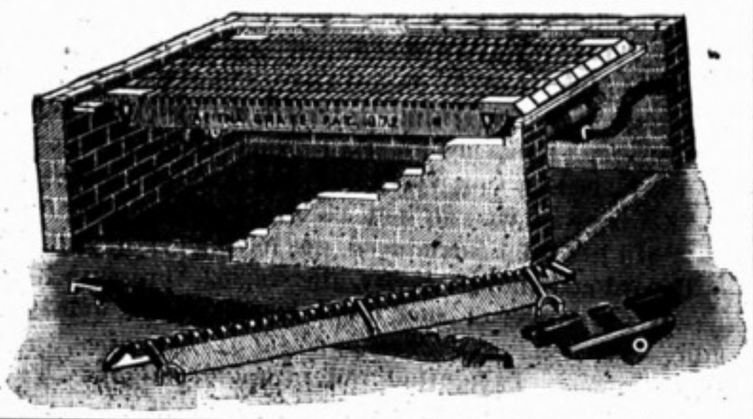
Send for catalogue. 139 & 141 MAIN ST., BUFFALO N. Y.

THE ÆTNA GRATE.

G. C. BARNES, Agt.

This Improved Shaking Grate Especially Adapted to Burning Slack.

Globe Iron Works, Manufac's.,
Office and Foundry, corner of Elm and Spruce-sts., CLEVELAND, O.



ST. MARY'S OHIO. MONTPELIER, OHIO — *OAR FACTORIES.* — BRECKENRIDGE, MICH CARROLLTON, MICH

DE GRAUW, AYMAR & CO.,

MANUFACTURERS AND IMPORTERS OF

Cordage, Oakum and Anchors,

Wire Rope, Chains, Oars, Blocks, Buntings,

RUSSIA BOLT-ROPE, FLAGS, COTTON & FLAX DUCKS,

Marine Hardware and Ship-chandlers' Goods Generally.

34 and 35 South-st, New York.

If You Want the Best STEAM PUMP

For Mining, Railroad or Steamboat use, Paper Mill, Chemical or Gas Works Tannery, Brewery or Sugar Refinery, Draining Quarries, Cellars or Plantations, Irrigating or Hydraulic Mining, Sinking Foundations, Coffer Dam, Sewer, Well Sinking and other Contractors' Work, or Raising Water for any kind of Manufacturing or Fire Purpose, write for an illustrated descriptive book on the **NEW PULSOMETER,** containing greatly reduced prices, hundreds of testimonials, etc. Mailed free. Prices 100 per cent. lower than other. **Every pump tested before shipment and guaranteed as represented.**

ECONOMY AND EFFICIENCY UNEQUALED.

Pulsometer Steam Pump Co., 83 John St., New York City, U. S. A.

See Prices next issue of this Paper.

GRUMMOND'S

Mackinac Line,

For Mackinac, St. Ignace, Cheboygan, Alpena, Oscoda, Port Huron, Detroit and intermediate lake and river ports.

Steamer ATLANTIC, Capt. D. Nicholson,

Leaves Cleveland every Friday evening at 8 o'clock.

The Steamer FLORA, Captain J. R. Jones.

Same line, leaves Toledo for above ports every Tuesday morning at 8 o'clock. For further information apply on board boats or to

CLEVELAND FORWARDING CO., Agents,
Office and Dock, Foot of Superior-st., Cleveland.

N. C. PETERSON

Boat Builder,

PLEASURE BOATS AND SAILING AND STEAM YACHTS, YAWL BOATS, SPOON OARS, STEERING WHEELS, ETC.

385 Atwater st., Near Riopelle,

DETROIT, MICH.

BUTTS COAL CO.,
[LIMITED.]

Only Miners of
BUTTS CANNEL COAL,

and dealers in Gas Coals, Nut Coals, and Steam Coal for Tugs, Barges, etc.

CLARK I. BUTTS,

CLEVELAND, O. General Manager.

CONSUMPTION.

I have a positive remedy for the above disease; by its use thousands of cases of the worst kind and of long standing have been cured. Indeed, so strong is my faith in its efficacy, that I will send TWO BOTTLES FREE, together with a VALUABLE TREATISE on this disease, to any sufferer. Give Express & P. O. address. DR. T. A. SLOCUM, 181 Pearl St., N. Y.

Phœnix Paint Co.,

MANUFACTURERS OF

ELASTIC

MIXED PAINTS.

OFFICE AND FACTORY

36 Michigan St., CLEVELAND, OHIO.

V. D. NICKERSON,
MARINE ARTIST

Rear of Central Tug Office, Main St. Bridge, Cleveland, O.

Vesselmen

SHOULD HAVE

OUR MARINE LAW BOOK,

Containing all points of MARINE LAW as determined by the United States Courts

—ON—

Seamen,	Owners,
Freights,	Charters,
Towage,	Registry,
Collisions,	Enrollments,
General Average,	Common Carriers,
Duties of Seamen,	Masters & Owners,
Bill of Lading, Wages, &c.	

The volumn is handsomely bound in stiff Board covers, and fine English cloth binding. Sent to any address postage paid for $1.00.

DAVID BARNHISEL, Agent.

DOMESTIC & STEAM COAL

Cleveland, Ohio

CUYAHOGA WORKS,

Established in 1834.

MANUFACTURERS OF ALL KINDS OF

MARINE ENGINES

AND

HEAVY MACHINERY.

Cor. Detroit & Center-Sts, CLEVELAND, O.

Geo. B. Carpenter & Co.,

Ship Chandlers and Sail Makers.

Ship Chandlery Goods of all Descriptions.

MANILA ROPE OF THE VERY BEST MAKE

Steel and Iron Wire Rope and all Its Fittings.

202 to 208 South Water-st.,

CHICAGO, ILL.

FOR SALE

One Iron Stocked Anchor,

2372 lbs., and Two Shot 1 1-2 Inch Chain

Apply to C. A. CHAMBERLAIN,
Foot of Griswold-st, Detroit, Mich.

FOR SALE,

New Iron Tug.

Dimensions 78 feet long, 17 feet beam, 11 feet deep; draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in diameter, 13 feet long, allowed 112 pounds steam. Three iron breast hooks forward, collision bulkhead forward, water tight bulkhead forward of boiler; iron coal bunkers, water tight bulkhead aft at shaft-gland, with water tight iron deck forming the floor of after cabin. Iron decks, bulwarks and deck houses; iron tow posts aft. Heavy angle iron frames, with reverse bars on alternate frames; ⅜ plate, steel floor plates; boiler, engine and bearing foundation of iron. For sale cheap when machinery can be completed by

GLOBE SHIPBUILDING CO.

For Sale or Exchange,

Tug Annie Robertson.

She measures 9 24-100 (new) tons. Built in 1880 and rebuilt this spring, new deck frames and cabin, and machinery thoroughly overhauled. Engine is 14x14, boiler 8½ feet long and 4 8-12 in diameter. Warranted in No. 1 condition and subject to inspection, Price, $3,800. Address

MARINE RECORD OFFICE.

FOR SALE

STEAMBARGE MILWAUKEE.

Her length is 135 feet, beam 26 feet, and hold. 10 feet 10 inches. Boiler 17 feet long, 7 feet diameter; three flues, two 16-inch and one 17-inch. Engine 22x42. Carries 240,000 feet of lumber. Speed, 11 miles light, and 9 1-2 loaded. Insurance valuation, $15,300. Address MARINE RECORD Office, No. 2 South Water street, Cleveland, O.

FOR SALE,

A Fine Harbor Tug.

Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price $4,700, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

FOR SALE,

Schr. Julia of Kelley's Island.

Her dimensions are 50 feet long, 16 feet beam, 4 feet depth of hold. She is three years old and in good condition. Address JOHN REINHEIMER,
Kelley's Island, O.

FOR SALE,
AT
THE GLOBE IRON WORKS.

SECOND HAND TUBULAR BOILER, 44 inches diameter, 43 tubes 3 inches diameter and 12 feet long, steam drum 30 inches diameter, 40 inches high; front grates, fittings and breechings; good order.

SECOND HAND MARINE BOILER, in good order; Shell, 7-16 inch iron plate; diameter, 9 feet 6 inches, length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 4 inches long, three flues 18 inches diameter; two flues 16 inches diameter, two flues 10 1-2 inches diameter; fire box, 6 feet long, 4 feet high; steam chimney, 7 feet high.

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.

SECOND HAND MARINE ENGINE; double direct-acting 8x8 inch cylinder, shaft and wheel for yacht or tug; good as new.

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

TERMS OF SUBSCRIPTION:

One year, postage paid.....$2.00
Six months, postage paid..... 1.00

Invariably in advance.

The MARINE RECORD can be found for sale at the following places:

G F Bowman, corner of Pearl and Detroit sts., Cleveland, Ohio.

Joseph Gray, No. 9 West Randolph street, Chicago.

C. Rohmer, Michigan street Swing Bridge, Buffalo, New York.

C. F. Johnson, 117 West Superior street, Duluth Minn.

D. McMasters & Co., Sarnia, Ontario.

Wm. Godley, Escanaba, Michigan.

J. E. Somerville, Manistee, Michigan.

Articles, letters and queries on all subjects are solicited.

ADVERTISING RATES.

Ten cents per line, nonpareil measurement, or $1.20 per inch, each insertion; four weeks $4.00; with a liberal discount on orders amounting to $40.00 or over.

Entered at the Post Office at Cleveland as second-class mail matter.

THE SHIPPING BILL.

Developments of the past week in Congress have shown that we are no longer in danger of having the free ship or any other free-trade amendment affixed to the shipping bill, in fact there is not much prospect of our having a shipping bill in any shape, thanks to the ignorance or unwillingness of Congress, but the advantage of having none at all over having one with a free ship clause is so great that in the present state of affairs, bad as it is, we have escaped a fell calamity. The seeming unwillingness of Congress to do justice to our shipping interest, which presents itself in a more or less emphatic aspect every time a measure is introduced for that purpose, has given cause for much speculation. Our national legislature takes hold of land projects with no hesitation whatever. Land transportation schemes are enjoyable feasts, railroad interests have only to present their want, be it a land grant, a bond extension, or perchance a subsidy, and Congress recognizes at once the manifold blessings it will bring to the country and regulations are granted. It is not so with maritime interests. When a shipping bill comes up all are at sea. This appears in the eyes of Congressmen to be a sort of scapegoat interest. It hangs on the interests of governmental protection, encircles the sphere of paternal authority as it were, or is too far from home, at least a part of the time, to be considered a part of the body politic. It was deemed by the House of Representves of so slight account that it flippantly passed Mr. Dingley's bill with a free ship amendment tacked on to it that would have placed shipbuilding in this country in a condition to be avoided by all capital, when other important industries are jealously protected. This was a more pernicious measure than Mr. Morrison's horizontal reduction bill. But what of that? It affected nothing but the shipping interest. Let it swell. We can imagine the stunning effect that a measure to allow rolling stock or railroad rails to be imported free of duty would have on Congress. It would have met a worse defeat than the late tariff bill did. Yet the proposition to admit ships to American registry, free of duty, was of precisely the same nature. We can account for this action only on the theory that the House is unfriendly to the shipping interest. The Senate is more conservative, though we regret to see, but little more sensible. When the shipping bill reached this body it promptly killed the free trade amendment, and during the discussion voted down two or three others of the same nature, made by its own members, showing that the dogma will gain no foothold there. So far the shipping interest is safe. Senator Frye, of Maine, who has charge of the shipping bill in the Senate, has shown himself a friend to the marine men in all his actions. He pushed the matter with energy and discretion. The House, refusing to concur in the amendment as returned from the Senate, a conference committee has been appointed, which raises it out of the power of any one member to control it by interposing objection to its consideration; and it is to be hoped that the Dingley shipping bill will finally become a law, with its original provisions intact. If the House insists on its free-ship amendment, there is none. If the House has learned anything from its Morrison bill experience, it may be willing to let the free trade clause go.

PATERNAL CONGRESSMEN.

THE report that Senator Hale introduced a bill on the 21st. ult., requiring steamers to be equipped with life boats of a certain patent, and that wherever the words "life boats" are used in the Revised Statutes they must be made to read "Richardson's patent life boats," is probably a clever advertisement. We are prepared to credit almost any scheme for imposing upon maritime interests with some degree of existence especially when its origin is placed in Congress, but this is so preposterous that we can not believe that such a bill has been introduced, not having the Record at hand to verify the report. There is no danger of such a bill ever becoming a law.

Vessel owners have, time out of mind, been the victims of the cupidity of inventors, who in order to bring their articles into use, invite the attention and by some means secure the influence of members of Congress to play the paternal act, by introducing bills to the effect that navigators, being a stubborn class of men, cannot be brought to see the merit of an invention until it is forced upon them by act of congress whereby a number of worthless things are foisted upon owners for the aggrandizement of the inventor and manufacturer. If these inventors have confidence in the merits of their appliances, why do not they have them adopted by ligitimate means, proof of their value, and a healthy demand would naturally follow. Vessel owners and masters have learned by experience, to look upon all marine goods that are made necessary by act of Congress, as of doubtful utility. The Congress of the United States is two august a body to lend its influence to the adoption, by a specific industry or interest, of any patented article or new fangled notion because one member has become interested sufficiently in it to advocate its supposed merits, and who probably does not know what essential advantage it would be if applied. A congressman who would introduce and advocate a measure of this nature could probably be induced to advocate the use of a "faithful" messenger instead of an anchor if some one with sufficient "influence" would bring the beauties of it before his mind. Nevertheless the question would be asked by marine men, "what is a faithful messenger good for?"

THE Hennepin canal people have succeeded with their scheme beyond the most sanguine expectations, as they are represented in the river and harbor appropriation bill by the sum of $300,000. If the bill becomes a law with that recognition of its duty in the promises the government will stand pledged to build the canal. That will be a sufficient guaranty, after its appropriation in 1882 of $80,000 for a survey, that Uncle Sam sees enough in the scheme to warrant his undertaking it. No one can fail to see that this is an immense advantage gained. Whether the canal will be of any use or not is a question which we will not now discuss. The building of it will make lively times for a while and no one to pay but the government.

In the case in the United States District Court of Edward B. Smith and Townsend Davis, insurance agents, of Buffalo, against the wrecked schooner John T. Johnson, in which the property seized was sold a short time since by the United States Marshal for $4,000. a default and decree *pro confesso* was entered on the 7th instant in favor of the libelant's claim of $8,000 for salvage services, and the proceeds of the sale were ordered distributed upon libelant's claim, after first deducting the costs of suit and expenses of sale. The amount realized by the libelants was $3,836.92.

THOSE who purpose to make the Great Lakes their travel ground this summer will be attracted by a paper on "The North Shore" of Lake Superior in the next (June) Harper's, illustrated by Mr. C. Graham.

THE SS. ALBERTA.

Special Correspondence Marine Record.

DETROIT May 13.

The steamship Alberta, one of three fine steamers built at Glasgow, Scotland, to ply between Owen Sound and lake Superior, in connection with the Canada Pacific Railway, called here on Saturday morning and in a brief space of time was thronged with a concourse of visitors such as was never before seen, at the arrival of any steamer. In saying that she is the finest steamship which has touched at this port is by no means overstating facts. To present to your readers the details of this fine vessel would occupy too much space, besides which it is by no means necessary, but simply to state she is perfection, with all the modern improvements. She is 279 feet long, 38 feet 6 inches beam and 16 feet hold. She is built of steel with three decks of the same material; two masts, also of steel. The steel plates of her hull are one inch in thickness. The carrying capacity is 2,000 tons, net tonnage 1175; cylinder 70x85; stroke 48 inches, steam pressure 100 pounds; boilers 12 feet 3 inches long and 14 feet diameter. She has fourteen engines, including her compound driving engine. Two of these engines are for steering, two for raising the anchor. three for fire engines, one electric engine, one reversing engine, one turning engine, two hoisting engines and two for driving the boat. She has accommodations for two hundred first class and two hundred steerage passengers, and is provided with an elevetor for removing the ashes from the hold. Hot and cold water is to be found in every department. She is also provided with one hundred and thirty electric lights, which go to all parts of the ship, neither oil nor match being used on board save her signal lights. Her masts and smokestack have the same rake as is observable in ocean steamships. Her life boats are furnished with compasses and sailing gear. Her cabin arrangements in every department are unequalled anywhere, and it may be added that she is a steamship in the true sense of the word. On her arrival she was adorned with the flags of all nations save that of the stars and stripes. This was quickly noted by Captain Thos. D. Allen, of the steamer Ivanhoe, who called the captain's attention to the omision and remarked the same to Mr. W. H. Sullivan, a business man near the wharf, who on short notice brought a United States flag and presented it to the steamer, which was hoisted amid the cheers of the crowd. As is pretty generally known the Alberta is one of three steamers brought over from Scotland last year, the others being the Algoma and the Athabasca. The former passed up on Thursday evening, the latter this (Monday) morning without calling. The description of the one tallies with the other two precisely. The Alberta is officered as follows: E. Anderson, commander; chief engineer, D. McLean, with two assistants; purser, J. S. Johnston; steward E. O. Masterson. She cost $250,000, or thereabout. She continued her voyage at noon on the day of her arrival.

Strange as it may appear not one of the Detroit papers gave a correct statement of dimensions of the steamship Alberta. Two of them were unanimous in giving her length as 170 feet, which is ordinarily that of a medium sized craft. Those presented above are from the chief officer and can be strictly relied upon.

In an interview with a Detroit Times reporter, a lake captain says that some of the lake vessels are too large. In comparison with ocean vessels they carry more for their draft of water, as they are made flatter with broader beam, while ocean vessels are made deep to stand the heavy seas. Few ocean coasting vessels are as large as the David Dow, which is 265 feet over all and 28 feet beam. The Dow, however, is unable to carry over two-thirds of her capacity, as the water is too shallow in some parts of the lakes. The most money is made by the big iron steamers. It doesn't require any more men to handle them than a smaller vessel and the motive power does not cost as much in proportion. A vessel carrying only 400 tons cannot clear expenses. In conclusion, he says if vessels on the lakes are made much larger they will have to be built flat and wide, and as a vessel has to have a certain proportionate depth to its size to be of any strength, they will have to be built of iron or steel and wooden vessels will soon be a thing of the past.

One of Chester's celebrated fog horns was placed on board the schooner Conneaut this week.

[Concluded from 1st page.]

believed that not long since she was one of the finest sidewheel steamers that landed at our wharves. "To what base uses may we not come."

The limestone trade has become quite a traffic of late. Scarce a day passes that not less than two or more arrivals take place and I am informed the business is amply remunerative for medium sized vessels.

The barge Iosco, laden with limestone for East Saginaw, sprung aleak yesterday (Monday) and will have to discharge and go into drydock for necessary repairs.

The man who prophesied brisk times and good freights early in the spring is nowhere to be found, otherwise *no-com-atum*.

J. W. H.

CHICAGO.

Special to the Marine Record

Captain Rounds says it was dry rot and not rats that caused the leak in the Higgie, and Ed. Ayer, the recent purchaser of the schooner, will have all the losses to settle. Captain Rounds, who made the survey alone, is inspector for the Ætna Insurance Company.

The Oceanica is the first craft to complete the round trip from Chicago to Buffalo.

Tug owners intend to let their smoke cases go by default.

Mr. Dunham's wrecking tug, the keel of which was made at Miller Brothers' shipyard a short time ago, is in frame. No expense will be spared to make her a staunch, perfect boat.

Schufeldt's new boat, at Miller Brothers' shipyard is rapidly progressing.

The tug Ewing is undergoing repairs to comply with the exactions.

The steamer Nunnemacher was inspected and pronounced all right.

Judge Blodgett on Tuesday began the call of his calendar of admiralty cases which have been set for hearing. The following is a list of the cases: 44, Anderson vs. propeller Wissahickon; 45, Phœnix Insurance Company vs. propeller Avon; 60, *in re* W. M. Egan, petition to limit, etc.; 75, Lake Michigan & Lake Superior Transportation Company vs. propeller Lawrence; 77, Brosseau vs. 906 tons of coal; 110, Taylor vs. Union; 111, Michigan Barge Company vs. propeller City of New York; 120, Singer & Talcott Stone Company vs tug Albatross; 138, Knudson vs. schooner Mary; 82, Johnson vs. schooner Negaunee; 78; Finn vs. Lehigh valley Coal Company.

The Chicago & Ogdensburg Line has been largely augmented in strength by the addition of a number of new craft. Beside the Walter L. Frost and Northerner, which were in the line last year, there are two large steamships which have just been completed at Detroit. The propeller Montesgle and tow, schooners Mystic Star and White Star, and the propeller Wilson and tow, schooners Chester B. Jones and Manitowoc, have also been chartered for the season and will also run in the line.

Miller Brothers sold the schooner J. F. Tracy to Mrs. Henrietta Smith for $800.

Captain J. Martel was over here from Saugatuck last week. The new tug John Gordon, recently built by him for George Gilman, turned out such a great success that he has received orders from some Chicago parties to build two more tugs to be duplicates of the Gordon.

J. B. Sivertson, the well-known block and pump manufacturer, of 242 South Water street, accompanied by his wife, started for Boston on Wednesday, where they will embark on the Cunard S.S. Samaria on Saturday for England. They intend to visit some of the principal cities in England, Germany, Denmark, Sweden and Norway, and hope to return home next October. Mr. Sivertson's business will be carried on as usual, during his absence, by his son and his able foreman, N. Hanson.

Captain J. S. Henderson made the quickest trip on record between Chicago and Ford river with the schooner Ford River, making the round trip, including loading, in three days and twenty-three hours. He made it last year in four days, which was, until now, the fastest time on record.

The new freight and passenger steamer A. B. Taylor, built at Saugatuck last winter by her owner and commander, Captain R. T. Rogers, is making regular triweekly trips between Saugatuck and this port. She is a good strong boat, carries lots

of freight, and has sleeping accommodation for thirty passengers. She will arrive at and depart from O'Conner and Lawler's dock, northeast side of Rush street bridge, where information can be obtained as to passengers and freight.

The Chicago Drydock Co. had the following vessels in their docks: The schooner Sophia Jane Luff to get a leak stopped; tug A.G. VanSchaick, getting her stern bearing fixed; schooner Tempest, to get a leak stopped; steambarge Argonaut to get her stern bearing fixed. The following were lifted at their derrick: Tug J. V. Taylor had a line taken out of her wheel; tug Shields had her stern bearing fixed; steam canal boat B. J. Moore got a new shaft. The following received repairs: Schooner H. G. Andrews got some new stanchions, rail and covering board; schooner Emma C. Hutchinson, a new cat head and her stearing gear fixed; tug Union, repairs to wale strake; schooner Amsden, stern repaired.

Miller Brothers have had the following vessels in their drydocks: Propeller Lora got some new brasses to her wheel; schooner H. D. Moore, some new bottom planking, calking and a new foremast; steambarge Monitor, a new stern pipe and dead wood aft, and plank in her bow; the barge Menekaume had her bottom calked; schooner Minerva got some calking: barge Mautenee, some calking; schooner Samana, to get a leak stopped; schooner Higgie, repairs to centreboard box, calking and a new mizzenmast; propeller H. J. Jewett with 51,000 bushels corn on board, for a new wheel. This fine steamship was docked at 10 a. m., the old wheel taken off and a new one put on and went out of dock at 12 o'clock, midnight.

The schooner H. D. Moore is in the marshal's hands. When the Moore went ashore at the foot of Lake Michigan last fall, one of Canfield's tugs was sent to her, got her off, and towed her to Northport, whence she was towed to Chicago last month. The tug bills were not paid and the tug owners had her tied up.

Charters to Buffalo—propeller Milwaukee, wheat on through rates; propellers Tacoma and J. B. Lyon, wheat through to New York at 6⅛c. Rates are 1½c on corn and 2c for wheat to Buffalo and 5¼c and 6⅛c on wheat, through rate to New York. Freights are slack. T. W.

DULUTH.

Special to the Marine Record.

DULUTH, May 11.

The steambarge Jay Gould arrived at 10:30 a.m., on the 9th instant, from Buffalo, with coal, and is the first boat of the season from the lower lakes. The United Empire, from Sarnia is the first Canadian arrival, and the City of Duluth the first from Chicago. The last two arrived Sunday morning, the 10th inst.

No ice has been seen at this end of Lake Superior since the 8th instant, when a heavy west wind quickly took it out of sight.

On May 6th there had been shipped to Buffalo from this port 305,154 bushels of wheat.

The tug T. N. Camp, which, it will be remembered, was the first boat out, on May 1st, had a close call on a subsequent trip to Two Harbors. While running through heavy ice about ten miles out she stove a hole in her bow and commenced to fill rapidly. By dint of her pony, two siphons, a tin pump and the liberal use of seven buckets beside, she was kept afloat until she could be put in drydock. The propeller Stewart, close at hand, came promptly to her assistance and remained with her till she made the harbor.

The propeller Europe will ply on the route between Port Arthur and Ninigon.

Dredging in the harbor has ceased for the present, the appropriation being exhausted. All the dredges are, however, waiting the orders of Major Allen in reference to work in Superior harbor.

The ferry boat Mary Martin, ran into a sail boat in the bay Wednesday evening, smashing it. Twenty-one persons were on the sail boat. Sadore Plumadora, the owner of the boat, and three unknown dock laborers were drowned.

The editorial on the proposed customs consolidation in the last issue of the MARINE RECORD has been read by many of our citizens with satisfaction. Our Duluth editors, not being marine men, are just awakening to the importance of the subject as it affects Duluth and the shipping interests, generally, of the lakes. Our Board of Trade has already adopted strong resolutions on the subject and the Chamber of Commerce is about doing so. B.

BUFFALO.

Special to the Marine Record.

The propeller Onoko cleared for Chicago on the 12th with 2,600 tons of coal.

Captain James Davidson, owner of the steambarge Hope, which carried a cargo of hot corn to Buffalo from Chicago, thinks the vessel will not require repairs this season.

The new steamer built by the Union Drydock Company, at Buffalo, is named the Calumet.

The new iron tug which was begun at David Bell's yard in Buffalo last season, was launched on the 7th instant. Her length is seventy-six feet, beam sixteen feet four inches, and hold nine feet.

R. Mills & Co. and Donaldson Brothers, who purchased the propeller Cuba some time ago, intend to make good boat of her. The hull is in sound condition, and by the expenditure of about $25,000, mostly for machinery, she can be put into straight A2 shape. Captain Thomas Maytham offered $14,000 for her some time since, but could not get a clear title then. The Colorado was also sold at marshal's sale and brought $11,050.

The steamer D. M. Wilson and consort. Manitowoc, will, after having delivered cargoes of coal at Chicago, be placed in the Chicago & Ogdensburg line.

The propeller Araxes, Captain L. Cook, whose boiler has received extensive repairs during the winter, is now in good shape. She will tow the barge L. W. Drake, coal to Toledo.

Business is quite active on the docks and the following charters were made on the 12th: For Chicago—Propellers Newburg, D. M. Wilson; schooners Manitowoc, George, M. W. Page, Sunrise, Guido Pfister, H. R. Newcomb, 75 cents. For Duluth—propeller Wallula on contract. For Toledo—propeller Araxes, barge L. W. Page, schooner St. Peter, 40 cents.

The schooner H. R. Newcomb has gone into drydock for repairs and calking.

The D. P. Rhodes will load coal at Cleveland for Port Arthur.

Ship chandler's material men, and others who have liens on vessels in this district, should bear in mind that liens must be enforced before July 1, or they will be lost.

Coal freights were active and firm. Shipments have been quite heavy recently. Canal freights were steady at 3⅝ cents on corn and 3¼ cents on wheat to New York, with a fair movement.

It has been reported in several papers that the old Commercial line propellers that have not been sold will at once be placed in commission, and that parties have arrived in Chicago to fit out the Roanoke, which wintered there. F. L. Danforth, receiver in the litigation of Mrs. Hamilton against G W. Hoyt and others, stated that this report was utterly false. He had decided not to place the vessels in commission, but to keep them tied up until they were disposed of. The iron propellers Scotia and Russia, and the wooden Nebraska are at this port. There are no negotiations pending for the purchase of any of them, and in the present dullness, there is little prospect of anybody taking hold of any of them.

MILWAUKEE.

Special to the Marine Record.

The steam scow Commerce, which did service in Milwaukee harbor for several years, has been purchased by Toledo parties, who intend running her at that port. After receiving an overhauling, and having a cabin built on deck, she started on Saturday night for Toledo, but when below Port Washington she burst her heater and returned.

The tug E. D. Holton won a pulling match which she had with tug H. F. Bues.

A wrecking master for the insurance companies examined the wreck of the schooner Guiding Star on the beach near Fox Point. She is in the same condition as when abandoned last fall. The insurance companies will endeavor to sell her.

ST. IGNACE.

Steambarge A. Weston, lumber laden, from Manistique to Tonawanda, ran on Simmon's reef at 3 o'clock on the morning of the 10th, also one of her tow. She was released by the steamer Messenger, without damage.

BAY CITY.

J. F. Whittimore, of Bay City, has made the following lumber charters at going rates: Steambarge Bay City, Bay City to Cleveland; barge Raynor, Saginaw to Cleveland; steambarges Pacific, Bay City to Buffalo; Potomac, Tawas to Tonawanda; barges Sam Flint, Bay City to Tonawanda; Harvest Home, Crow Island to Tonawanda; A. H. Moss, Saginaw to Buffalo; J. E. Potts, Bay City to Ashtabula; steambarge Empire, Bay City to Tonawanda. The ruling rates on lumber are as follows: Bay City to Buffalo, etc., $2; Bay City to Ohio, $1.50; Bay City to Chicago, $2; East Saginaw to Buffalo, etc., $2.25; East Saginaw to Ohio, $1.75; East Saginaw to Chicago, $2.25.

TOLEDO.

Inspectors Stanard and Fitzgerald, of Cleveland, will inspect the tugs May French, Bad Boy, J. H. Stevens and Sallie on Friday.

The first regatta of the Toledo yacht club will be held on Decoration day.

The scow Adain was tied up last evening by a deputy marshal on the claim of William St. John & Son for $15 for wharfage. Bond was filed this morning and the boat released.

The schooner William Shupe, which has been undergoing repairs at Gilmore's dock the past winter, has come off the stocks and is now fitting for service. The repairs cost about $3,000.

KINGSTON.

Freights on corn from Chicago to Kingston are quoted at 4¾c. and to Oswego at 4½c.

The Gazelle has been released and has cleared up the Bay.

The schooner Pinatore will be sold at auction at Chaumont next week.

A magnificent composite steamer, iron frame, with wooden sheathing, owned by S. Neelon, was launched at St. Catharines on Thursday. She has been named Sir. Leonard Tilley.

The favorite steamer Island Belle, which has so long and faithfully performed the service in the Cape Vincent, Alexandria Bay route, will carry excursionests this season.

This morning the steamer Rothesay was sold by sheriff's sale at the mart, to Chas. Fisher, of Montreal, for $15,000. The steamer will receive a general overhauling at once, and then be taken and placed on her old route between Clayton and Dickinson's Landing, making connections with the Prince Arthur. A company is now being formed to have a regular line of steamers running between these points. There were only two bids—one $10,000 and the other $15,000. The reserve bid was $14,750.—*News.*

ASHTABULA HARBOR.

Special to the Marine Record.

The new steamship Athabaska arrived at this port on the 12th inst, to coal, and departed on the same day.

SAGINAW.

The tug Standard, a recent purchase by Pinet & Moiles, of Saginaw from the Standard Oil Co., commanded by Captain James Moiles, ran ashore at the mouth of Saginaw river recently in a fog. She was pulled off by the tug Dickson.

OGDENSBURG.

The barge Hope, sunk near Ogdensburg, was broken in two by the heavy gale of the 2d instant.

On Thursday evening last the new steamer W. H. Haskell, of the Ogdensburg & Champlain Railroad Line, arrived here with a cargo of 57,000 bushels of corn, beside a quantity of rolling freight. The Haskell is the largest vessel that to date has entered this harbor. Her excellent model and general appearance was much admired by a large crowd who had congregated at the dock to see her arrive.

A letter has been received in this city from the authorities of the Utica Asylum, stating that Joseph Geurin, boat builder of this city, who was recently sent there, could not recover, and that his death is daily expected. —*News.*

ESCANABA.

Special to the Marine Record.

Ore docks are crowded with vessels; a big fleet in port. Schooners Bigler and Muir loaded with square timber for Buffalo, thence to Scotland, sailed on Friday.

Ore shipment last week was 71,659 tons, of which the Menominee mines furnished 40,466, and Marquette mines 31,193 tons.

Steamers Cumberland and Morley; schooners Thomes P. Sheldon, S. H. Foster, Joseph Paige and Helvetia arrived on the 13th instant, and steamers Progress, C. H. Green; scooners Fred A. Morse, San Diego, Hattie C. Bell, Rosa Sonsmith, Fitzhugh, Margaret Muir departed.

Arrived on the 14th—Steamers N. K. Fairbanks, H. D. Coffinberry, Cormorant; schooners Red Wing and Charles Wall.

Sailed—Steamers Raleigh, J. M. Glidden, S. J. Muir, and Alcona; schooners G. Sherman, Lucerne, M. S. Bacon, J. Burt, Ishpeming, O. Marsh, Camden, Ida Keith, Narragansett and Monticello.

PORT HURON.

Special to the Marine Record.

The Admiral, D. D. Porter, of the Moffat Tug Line, started Saturday for Michipicoten, on the Canada side of Lake Superior, to release the propeller Argyle.

The new steamer Algoma, for the Canada Pacific Railway Transportion Line, passed up Friday morning. At Sarnia she was visited by large numbers who were delighted with her size, finish and general appearance.

The schooner Annie M. Peterson, in tow of the Siberia, was run into on the 14th by the schooner L. L. Lamb, above St. Clair, both bound up. The Lamb was leaking so that she was docked for repairs. The Peterson's rail, bulwarks and stanchions were broken on the port side.

FRANKFORT.

Special to the Marine Record.

The steamship Wm. H. Gratwick and her consorts R. L. Fryer and Selden E. Marvin, loaded over two million feet of pine lumber and cleared for Tonawanda on Thursday, the 8th inst. This is the largest shipment that ever left Frankfort in one fleet.

The tug D. P. Hall towed the old tug L. Q. Rawson to Manistee, where she will receive a general rebuild and engage in harbor towing here. This tug was formerly owned at Algonac, and has done good service in and about Saginaw. She is now owned by the Robinson Brothers of Frankfort.

The tug Jay is again running as a ferry boat on Betsey lake.

The tug Boss is receiving a fresh coat of paint, and in company with the Hannah Sullivan, is engaged in fishing here.

The fine scow-schooner Mishicott of Manitowoc, was in port this week. She is a staunch built craft, of beautiful model, and said to be the nicest scow on the chain of lakes. She has on several occasions made 12 to 15 miles per hour, and her owners have every reason to be proud of her. C. B.

BILLS OF SALE.

TREASURY DEPARTMENT, WASHINGTON.

Sir: In a communication of the 7th inst. you submit for consideration of the Department the case of the enrollment of the steamer Ten Broeck. It appears that a Mr. Olds, of Minneapolis, Minn., sold the Ten Broeck to John McCaffrey, of Le Claire, Iowa, and a bill of sale setting forth that fact has been produced to you for record and as a basis for the enrollment of the steamer in McCaffrey's name. Olds purchased the steamer of Gillespie & Harper, and she had been enrolled at St. Paul, in the names of the last named parties as sole owners. After Olds made the purchase he conveyed her without enrollment to McCaffrey, and Olds' bill of sale recites only the enrollment in the name of Gillespie & Harper. You ask if you shall enroll her as owned by McCaffrey, with no other enrollment recited than that in the name of Gillespie & Harper. You are informed that the department has frequently held that if there have been several successive owners of vessel, and if the first in the series of owners shall have taken out marine documents, and all the rest but one shall not have taken such documents (register, enrollment or license,) the last purchaser may receive documents on producing a bill of sale reciting the only or last document issued. (Synopsis of decisions, 4,606.) No law forbids the transfer of a vessel through a line of many successive owners; and where many transfers have been made without the documenting of the vessel, it would be practically absurd to require parties whose conveyances had been long before made to take out documents, and equally unwise to deny documents to the last purchaser, unless he should produce a bill of sale from the last vendor reciting a document that never existed. The rule, therefore, is that the bill of sale, which is to be the basis of new marine documents, shall recite the last document issued; otherwise, a vessel might be debarred from employment till her documentation should be authorized by Congress. Enrollment may issue on Olds' bill of sale. Very respectfully. CHARLES J. FOLGER, Secretary.

LAKE SUPERIOR.

EARLY EVENTS—THE PORTAGE—STANARD ROCK—LIST OF DISASTERS.

Special Correspondence of the Marine Record.

DETROIT, May 12.

Regarding the first navigation of this far-famed sheet of water, there are many under the impression that nothing of special interest transpired in that region until quite a recent period, at least until within a few years prior to the opening and completion of the Sault canal. As early as 1806 the fur companies owned two or three schooners that navigated those waters. A vessel called the Recovery, owned by the British Northwest Fur Company, was employed for a short period prior to the war of 1812. As soon as it became evident that war between the two countries was at hand, a strategem was resorted to to save her from capture. She was secreted in a narrow bay on the north side of Isle Royal and stripped of her spars and covered with brushwood, beside being sunk where she lay, until peace was declared. Somewhere about the year 1830 she was raised and fitted out, having been purchased by Captain John Fellows, of Fort Erie, Canada, and Augustus Merwin, of Cleveland, Ohio. She was run down the rapids of the Sault Ste. Marie, and employed in the lumber trade on Lake Erie by Captain Fellows. In due course of time she succumbed to age and her bones were beached at Fort Erie. Another vessel called the Mink was in commission on that lake before the war. She was also run down the rapids and afterward engaged in freighting by Captain Tom Hammond, an officer who served under Commodore Perry, on Lake Erie, during the memorable engagement of September, 1813. She was finally sunk in the river Rouge, a few miles below Detroit. The third vessel from Lake Superior, and which was also run down the rapids, was the Fur Trader, which unfortunately went to pieces. From 1815 to 1822 Lake Superior was navigated by only one small vessel. The timber for a vessel, subsequently named the Astor, was got out at Charleston, Ohio, in the fall of 1834, for the American Fur Company. Her timbers and fit out were shipped to the Sault in the following spring by the late Oliver Newberry, of Detroit. The timber and plank was carried to the head of the rapids and put together. She was finished in August and was sailed for La Pointe by Captain Chas. C. Stanard, who continued to command her until 1842, when his brother, Captain Ben A. Stanard, took charge of her. She was wrecked at Copper Harbor in 1844, where her remains were visible for sometime afterward. In 1837 the American Fur Company built two other vessels of some twenty tons each, one of which, however, was never launched. The Madeline was sailed by Captain Angus, in the fishing trade.

In 1833 the American Fur Company built the schooner Wm. Brewster, of 73 tons, John Wood, master. Four years subsequently she was run down the rapids and employed on Lake Erie. In 1846 the fleet employed on that lake was the steamer Julia Palmer, Capt. B. A. Stanard (the first steam craft hauled over the Portage); the propeller Independence, Captain Averell, and the following sail craft: schooners Napoleon, Algonquin, Swallow, Merchant, Uncle Tom, Chippewa, Fur Trader, Siskawit, and White Fish. The steamer Julia Palmer was lost in the fall of 1847, at Two Heart river, laden with supplies, in command of Captain John Wood. The Napoleon was sailed for a time by Captain John McKay. The schooner Merchant was lost with all on board in June, 1847, while in command of Captain Robert Brown, latterly of the Swallow; J. Dyer, mate, of Galt, Canada West; David Ford, James Crumer and James Clark, seamen, of Port Sarnia, Canada West; Isaac Adams, seaman, and Willis Moore, colored cook, of Detroit, and also the following passengers: J. H. Woods and E. Gregory, of Pontiac, Mich.; L. B. Smith and Geo. Howard, of Norwalk, Ohio, all of whom had been employed by the National Mining Co., and were on the way to its location. Three others of the passengers, names unknown, were lumbermen from Vermont, and had been at work at the L'Anse mills. A most distressing casualty happened to the propeller Independence, at the Sault Ste. Marie, in November, 1858, by one of the worst explosions that had ever taken place on the lakes up to that period. The Independence, at that time, was in command of Captain John McKay, and was freighted with winter supplies for Ontonagon and La Pointe. She had left the dock at the head of the Portage at about midnight of the 21st, and had proceeded about a mile when the occurrence took place, which blew her into atoms with the exception of about twenty-five feet of her bows, killing or scalding to death four persons, the first engineer, one passenger and two firemen, and badly scalding the second engineer and several passengers. The first engineer was George Sisson; the names of others do not appear. The clerk, J. W. Watson, and a Mr. Thomas, of Cleveland, were blown 100 feet from the boat into the water, but were rescued. The propeller was built in Chicago and was hauled over the Portage in 1847, and was owned by Messrs. McKnight and McKay.

Among other steamers taken over the Portage was the propeller Manhattan, Captain John Caldwell, in 1850, which sunk on that lake in 1859; the propeller Monticello in 1851, commanded by Captain J. Wilson, and lost that season. The Baltimore was hauled over in 1852, and during her sojourn there was sailed by Captains Jack Wilson and John Shook, respectively. She was a side-wheeler. The steamer Sam Ward and propeller Peninsula were taken over in 1853, the former commanded by Captain M. H. Estabrooks, the latter by H. J. Jones. The first shipment of copper of any amount was in 1848.

Stanard Rock was discovered by Captain C. C. Stanard, while sailing the schooner John Jacob Astor, in 1835. It is a solitary and dangerous bare rocky projection, rising out of the lake off the mouth of Keweenaw Bay, in the route of steamers on their way from Marquette to Copper Harbor, 65 miles.

A writer, in 1789, gives an account of a strange phenomenon which occurred during that year at Grand Portage; "The water withdrew, leaving the ground dry which had never before been visible, the fall being equal to four perpendicular feet, and rushing back with great velocity above the common mark. It continued thus rising and falling for several hours, gradually decreasing until it remained stationary at the usual height." Prior to the opening of the Sault canal, in 1855, communication was kept up between Detroit and the Sault by steamers beginning in 1844, via Mackinaw, the steamer Detroit in 1846, which, with the Champion and Pacific, continued during 1847 and 1848; the steamer Ben Franklin, Captain J. C. Benjamin, in 1849; the Northerner, Captain B. G. Sweet, and London, Captain F. R. Baby in 1851; the same boats in 1852, the London being sailed by Captain Wm. Watts. In 1853 the Northerner, Captain Sweet, and London, Captain John Robertson. The steamer Albany, Captain H. J. Jones, made thirty-one trips to the Sault in 1853, and was lost in the fall of that year. During the season of 1854 the Northerner, Captain John Stewart; the E. K. Collins, Captain M. H. Estabrooks, and Illinois, Captain J. R. Howe, were on the route. This brings us up to the season of 1855, when the canal was open, and the steamer Illinois, Captain J. Wilson was the first boat to pass through, since which period the reading public are pretty well versed as to what has transpired. It has been recorded within a short time past that the first steam voyages made to the Sault were the Superior, in 1822, and the same boat, subsequently, at intervals up to 1828. The following steamers have been lost on Lake Superior beside those above noted: 1856, steamer Superior, 35 lives lost; propeller B. L. Webb, burned at White Fish Bay, mate perished; 1857, propeller City of Superior, at Copper Harbor; 1858, propeller Indiana sunk; 1860, steamers Arctic and Gazelle; 1863, steamer Sunbeam, twenty-one lives lost, foundered; 1864, steamer Cleveland, wrecked; 1865, steamer Traveler wrecked; 1869, propeller Queen of the Lakes, burned; 1873, propeller Union, wrecked; 1875, propeller Comet sunk by steamer Manitoba, eleven lives lost, and propeller Geneva sunk; 1877, steamer Cumberland, wrecked; 1881, propeller City of Winnipeg burned, four lives lost, and steambarge Middlesex, burned; 1883, steambarge Mary Jarecki wrecked, and propeller Manistee foundered, nineteen lives lost. J. W. H.

Grain shipments by canal from Buffalo to New York are large.

C. E. BENHAM,
317 Detroit Street,
KEEPS IN STOCK
A Full Line of Vessel Supplies,
Lubricating and Lamp Oils of the Best Quality,
AND A GENERAL LINE OF LAMPS, CROCKERY AND TABLE CUTLERY.
OPEN DAY AND NIGHT.
TELEPHONE NO. 1540.

STEADY STARBOARD
AND STOP AT
Capt. Dahlke's
ONE PRICE BOOT AND SHOE STORE
And Examine a Fine Line of Spring Goods at Very Low Prices.
297 Pearl-st., Cleveland, O.

BODIFIELD & CO.,
8 South Water-st Cleveland
DEALERS IN RUBBER GOODS
Agents for Akron Rubber Co.'s
Valves, Hose, Packing, etc.

F. & H. BORN,
PLUMBERS.
Manufacturers of Hotel Ranges & Laundry Stoves, and Dealers in
House Furnishing Goods,
128 SUPERIOR ST., CLEVELAND, O.

TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, November 18, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper and twenty-eight minutes slower than the time heretofore in use (Columbus time) by these roads.

Eastward.	Arrive.	Depart.
Fast New York Express	*1 07 A M	*1 22 A M
N Y, B & A Express	*6 37 A M	*7 02 A M
Elyria Accommodation	†8 07 A M	
Port Clinton Accommodation	†10 37 A M	
Buffalo Accommodation	†10 37 A M	†10 52 A M
N Y & B Fast Express	*1 57 P M	*2 27 P M
Cin. & St. Louis Express		*3 37 P M
Conneaut Accommodation		4 22 A M
Nottingham [Sunday only]	9 44 P M	
Night Express	†9 42 P M	†10 07 P M

Westward.	Arrive.	Depart.
Fast Limited Express	*11 55 A M	*12 05 A M
Mich Express via Sandusky	*2 22 A M	*2 37 A M
Chicago Express via "	‡6 07 A M	6 32 A M
Mich Accom, Norwalk		†6 12 A M
Conneaut Accommodation	†8 12 A M	
Nottingham, [Sunday only]	4 17 P M	1 47 P M
Toledo Express via Norwalk	*12 52 P M	†3 02 P M
St Louis Ex via Sandusky	*1 02 P M	*1 25 P M
C P Ex via Norwalk	†6 02 P M	*6 32 P M
Port Clinton Accommodation		† 4 32 P M

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 18th, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 1, Cincinnati & Columbus Express	*7:30 A M
No. 11, Indianapolis & Wheeling Express	6:40 A M
No. 17, Special Columbus & Cincinnati Ex.	1:20 P M
No. 3, Special Ind & St. Louis Express	*1:40 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*6:40 P M
No. 7, Gallion & C. L & W. Acc	4:30 P M
	Arrive.
No. 2, Col. & Cin. & Ind. Express	*6:40 A M
No. 8, Gallion & C. L & W. Acc	9:10 A M
No 12, St. Louis & Indianapolis Express	*2:50 P M
No. 6, Col. Cin. & Indianapolis Express	9:55 P M
No. 4, Columbus & Cincinnati Express	*3:20 P M
No. 10, Wheeling Express	6:45 P M
No. 14, Col., Cin & N. Y. Fast Line	1:10 A M

Trains marked * daily, all other trains daily except Sunday.

☞Tickets by this popular route for sale at all regular Ticket Offices.

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.
A. J. SMITH, General Passenger Agent.
CLEVELAND, OHIO.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time. 36 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8.35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 5:20 p. m.; Hornellsville 6:00 p. m. [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:46 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5.57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p. m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p m. Arrive at Pittsburgh 5:50 a m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpesville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p. m.

10 35 a. m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a. m; 1:05 p. m., and 9:45 p. m.

☞This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L, FOUTS, Passenger Agt, 131 Bank St. Cleveland.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect Nov. 18, 1888, and until further notice:

GOING EAST.

Lv. Chicago	7.45 a. m.			
Arr. Valparaiso	9.37 "			
" Fort Wayne.	1.00 p. m.			
" New Haven..	1.35 "			
" West Leipsic.	3.45 "			
" Arcadia	4.44 "			
" Fostoria	4.57 "			
" Green Springs	5.44 "			
" Bellevue	6.10 "			
Lv. Bellevue	6.20 "		7.55 a. m.	
Arr Cleveland	9.02 "		10.22 "	Accom.
Lv. Cleveland			10.27 "	3.52 p. m
Arr Painesville			11.38 "	5.05 "
" Ashtabula			12 25 p. m.	6.03
" Conneaut			1.05 "	6.32 "
" Erie			2.09 "	
" Dunkirk			3.47 "	
" Buffalo			5.20 "	

GOING WEST.

Lv Buffalo	9.50 a. m.		
Arr Dunkirk	11.24 "		
" Erie	1.23 p. m.		Leave
" Conneaut	2.20 "		6.15a. m.
" Ashtabula	2.51 "		6.46 "
" Painesville	3.44 "		7 43 "
" Cleveland	4.52 "		8.55 "
Lv Cleveland	4.57 "	6.47 a. m.	
Arr Bellevue	7.35 "	9.10 "	
Lv Bellevue		9.20 "	
" Green Springs		9.44 "	
" Fostoria		10.22 "	
" Arcadia		10 34 "	
" West Leipsic		11.30 "	
" New Haven		1 35 p. m.	
" Fort Wayne		1 50 "	
" Valpraiso		5.55 "	
" Chicago		7.50 "	

Trains run by the Ninetieth Meridian Time, which is nine minutes slower than Chicago time, twenty-eight minutes slower than Columbus time, thirty-three minutes slower than Cleveland time, forty-four minutes slower than Buffalo time, and sixty minutes slower than the Seventp-fifth Meridien time.

For information, call on nearest agent of the Company, or address

B. F. HORNER, Gen'l Passenger Agent,
LEWIS WILLIAMS, General Manager. Cleveland, O.

Rocky River Accommodation departs at 6:20 a. m and 2:15 p m.

Euclid Accommodation departs at 7:30 a m and 10:12 p m. All trains daily except Sunday.

GOLD for the working class. Send ten cents for postage and we will mail you *free*, a royal, valuable box of sample goods that will put you in the way of making more money in a few days than you ever thought possible at any business. Capital not required. We will start you. You can work all the time or in spare time only. The work is universally adapted to both sexes, young and old. You can easily earn from 50 cents to $5 every evening. That all who want work may test the business, we make this unparalled offer; to all who are not well satisfied we will send $1 to pay for the trouble of writing us. Full particulars, directions, etc., sent free. Fortunes will be made by those who give their whole time to the work. Great success absolutely sure Don't delay. Start now. Address STINSON & Co., Portland, Maine.

A. M. BARNUM,
Vessel Agent and Broker,
15 Exchange St. Buffalo, N. Y.
☞IF YOU DO NOT RECEIVE MY MONTHLY LIST OF VESSELS FOR SALE, SEND FOR IT.

H. J. WEBB & CO.,

Ship Brokers, Vessel Owners and Agents.

[ESTABLISHED IN 1856.]

H. J. WEBB & Co., will charter Vessels for Lake Trade. Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.

ARCADE BUILDING. 101 ST. CLAIR ST., Cleveland, Ohio.

TELEPHONE { Office, No. 338. Residence, No. 1328.

SCOTT & BERRIMAN.

Fire and Marine Insurance Agents and Vessel Brokers.

Attention also given to the purchase and sale of Iron Ore. Telephone, No. 18.
Office, 130 South Water-St., Cleveland, O.

THOS. WILSON

MANAGING OWNER

Wilson's Transit Line.

Gen. Forwarder. Freight and Vessel Agent.
CLEVELAND, O.

CAPT. D. M. BECKER. CAPT. HENRY BROCK

D. M. BECKER & CO.,

Commercial Brokers and Vessel Agents,

Vessels chartered, purchased and sold; contracts made for coarse and heavy freights.
Lake Superior and Escanaba iron ore charters for single trip or season a specialty.

Office, 130 Water St. Room 14. Coal & Iron Ex. Build'g. Telephone No. 953. Cleveland, O.

MOORE and BARTOW,

Ship Brokers and Agents,

No. 121 St. Clair Street, Room 27.
CLEVELAND, - OHIO.

PALMER & BENHAM,

Vessel Owners & Agents,

New Bank Building, corner of Superior and Band Street, Cleveland, Ohio.

MORGAN & RICE,

Vessel Brokers, Marine and Fire Insurance Agents,

Room 20, Chamber of Commerce,

DETROIT, MICH.

Special attention paid to Chartering Vessels.

CAPT. J. W. MILLER. CAPT. R. B. MONTAGUE

MILLER & MONTAGUE,

DULUTH, MINN.

Vessel Brokers and Marine and Fire Insurance Agents, and Board of Trade Weighmen.

Special attention paid to Chartering Vessels; also weighing and Trimming cargoes of grain. Correspondence solicited.

ALEX McDOUGALL,

VESSEL AGENT AND BROKER,

DULUTH.

Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

JAMES T. ROSE,

Vessel Agent and Broker,

BOX 1616, DULUTH, MINN.

Late Gen. Ag't for Collingwood Line of Steamers
Special Attention Paid to Chartering Vessels.

ATKINS & BECKWITH,

Vessel Owners & Agents

127 LaSalle Street.
CHICAGO. - ILL.

HIBBARD & VANCE,

Vessel Agents

66 and 368 Broadway, MILWAUKEE, WIS
114 La Salle Street, CHICAGO, ILL.

KNEIP & MORRISON,

PROCTORS IN ADMIRALTY,
115 Monroe St Room 54 Chicago.

ROBERT RAE,

Admiralty and Insurance Law Office,

Room 37, Merchants' building, CHICAGO, ILL.

WILLIAM FORDE,

SHIP BROKER,

Vessel & Marine Ins. Agent.

N. E. Cor. Columbus Ave. & Water St.,
SANDUSKY, OHIO.

GLOBE SHIPBUILDING CO.,

Builders of Iron and Steel Vessels of every Description.

Builders of the Iron Steamer Onoco, Yacht Twilight, and Iron Tugs International and Record.

OFFICE AND WORKS, OLD RIVER ST., CLEVELAND, O.

Established in 1830.

WM. WALL'S SONS,

—MANUFACTURERS OF—

CORDAGE & OAKUM.

Gangs of AMERICAN, RUSSIA and ITALIAN HEMP of the very best qua'ity made to order AT ONE DAY'S NOTICE. MANILA and SISAL BINDER TWINE.

Office No. 113 WALL STREET, NEW YORK.

Factory, Brooklyn, N. Y.

JAMES P. DONALDSON & CO.,

Ship-chandlers, Sailmakers

AND DEALERS IN

Mill, Railway and Manufacturers' Supplies,

WOODWARD AVE., DETROIT, MICH.

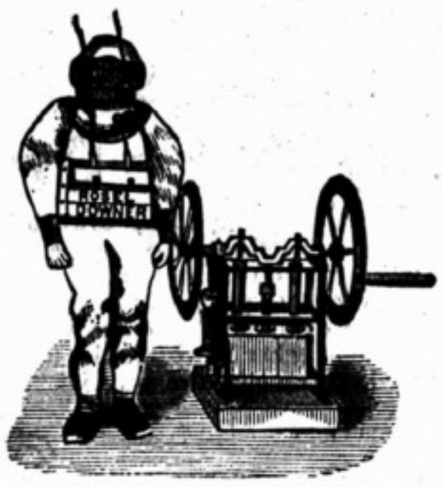
DEAN & CO.,

BOAT BUILDERS.

Patent Yawl Boats of all Lengths, Pleasure and Hunting Boats, Sail and Steam Yachts on Hand.

Also, Life Boats that will pass Government Inspection, and cost less than any Life Boats in U.S.A.

DEAN & CO., FOOT OF ST. AUBIN-ST., DETROIT, MICH.



ROSEL DOWNER,

SUB-MARINE DIVER,

Sub-marine Drilling and Blasting.

STERN BEARINGS REPAIRED WITHOUT GOING TO DRYDOCK.

Wrecking Expeditions Accompanied.

Contracts Made for all Kinds of Diving.

Residence, 73 West Ohio St., Chicago,

WARNER & DRISCOLL, CLEVELAND AGENTS.

T. E. WILSON,

SUB-MARINE DIVER.

All Kinds of Water Work

DONE PROMPTLY TO ORDER

HEADQUARTERS,

Upson & Walton's, River Street,

Or, 137 Hermann-St, Cleveland, O.

CHAMPION GEAR & SPRINGS

ARE THE BEST

IN THE WORLD.

They are the Easiest Riding and Most Durable now in the Market.

Write for Price List. CHAMPION GEAR CO., LOCKPORT., N. Y.

The Neversink Cork Jacket

AND IMPROVED LIFE BELTS,

Warranted Twenty-four Lbs. Buoyancy

AND FULL WEIGHT OF CORK,
According to Requirements of U. S. Inspectors.

SUPERIOR TO ALL OTHERS.

ALSO RING BUOYS.

CHEAPEST.

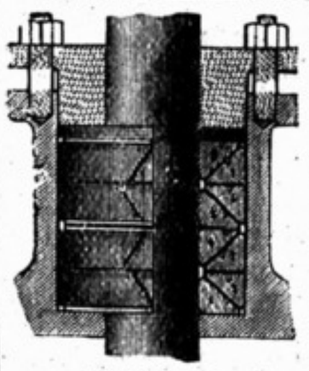
SAFEST.

Approved and adopted by the United States Board of Supervising Inspectors; also by the principal Ocean, Lake and River Steamer Lines, as the only Reliable Life Preserver.

VESSELS AND TRADE SUPPLIED.
Send for Circulars.

D. KAHNWEILER 146, 148 & 150 Worth St
Near Center St., New York.

KATZENSTEIN'S



SELF-ACTING METAL PACKING
FOR PISTON RODS, VALVE STEMS, Etc.

Adopted and in use by the principal Iron Works and Steamship Companies within the last eight years in this and Foreign countries. For full particulars and references address

L. KATZENSTEIN & CO
169 Christopher St, near West Street N. Y.
CAPT. THOS. WILSON, Cleveland agent.

G. S. RAND. H. B. BURGER.

RAND & BURGER

SHIP-BUILDERS,

WITH

DRY DOCK

ATTACHED TO THE WORKS.

ALSO PREPARED TO DO

WRECKING AND TOWING

WITH THE

Tug John Gregory.

Vessels Docked and Repaired on Short Notice.

MANITOWOC, WIS.

MARINE DIRECTORY Of the Great Lakes.

R. L. POLK & CO.,

The Well-known Directory publishers, 40 Larned-st, West, Detroit, will have ready for circulation by the opening of Navigation, a Comp'ete Guide to the

MARITIME INTERESTS ON THE LAKES.

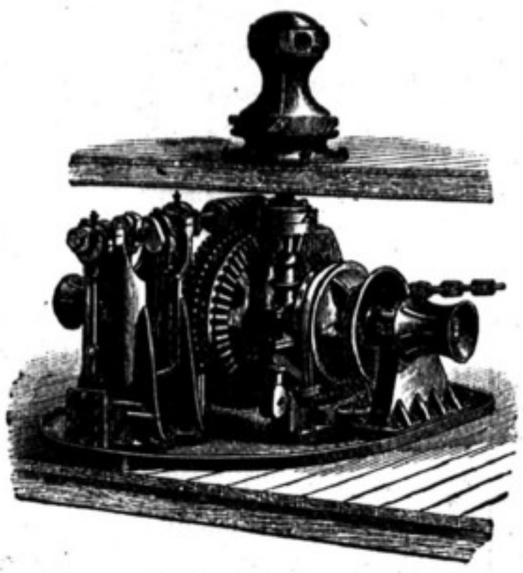
Boat washing and general laundry in a few hours. CLEVELAND STEAM LAUNDRY, 33 St. Clair Street. Telephone 118.

AGENTS wanted for The Lives of all the Presidents of the U. S. The largest, handsomest, best book ever sold for less than twice our price. The fastest selling book in America. Immense profits to agents. All intelligent people want it. Any one can become a successful agent. Terms free. HALLETT BOOK CO., Portland, Maine.

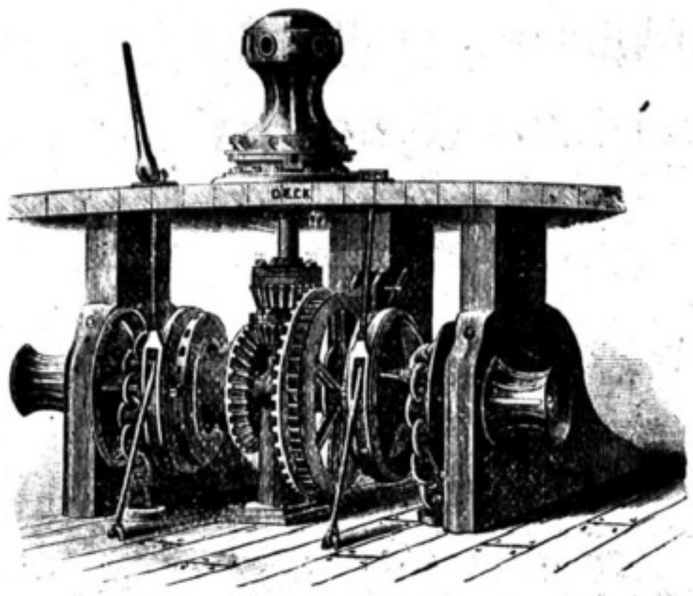
AMERICAN SHIP WINDLASS CO.,

PROVIDENCE, RHODE ISLAND,

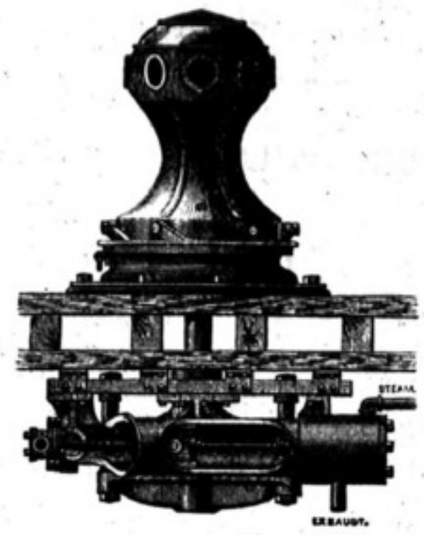
Original and only builders of the "Providence" Steam and Hand Windlasses, Steam Capstans, Crank Capstans and Power Capstans for Steam and Sailing Vessels, Yachts, Tug Boats, Wrecking Boats, Elevators, Dry Docks, Etc.



The Providence Patent Steam Capstan Windlass, New Style.

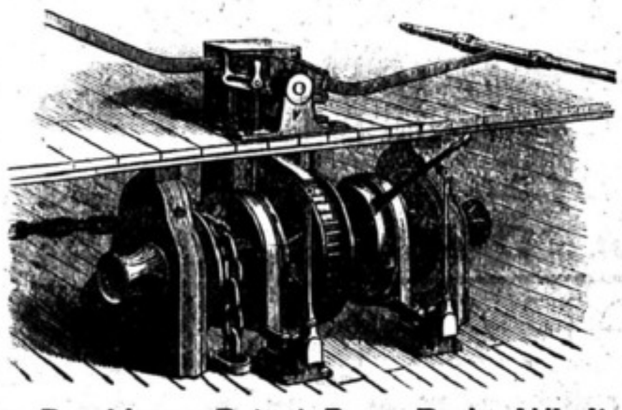


The Providence Patent Capstan Windlass.



The Providence Patent Steam Capstan.

The Providence Patent Power Capstan.



The Providence Patent Pump Brake Windlass.

The Providence Patent Crank Capstan.

SELLING AGENTS ON THE LAKES.

D. S. AUSTIN & CO.	BUFFALO, N. Y.	JAMES P. DONALDSON & CO.	DETROIT, MICH
UPSON, WALTON & CO.	CLEVELAND, O.	DUNHAM & HOIT,	CHICAGO, ILL
M. I. WILCOX	TOLEDO, O.	G. D. NORRIS & CO.	MILWAUKEE, WIS

THE GLOBE IRON WORKS.

GENERAL FOUNDERS, MACHINISTS, BLACKSMITHS, BOILER MAKERS, AND IRON SHIPBUILDERS.

Office and Works, Corner of Elm and Spruce Sts., Cleveland, O.

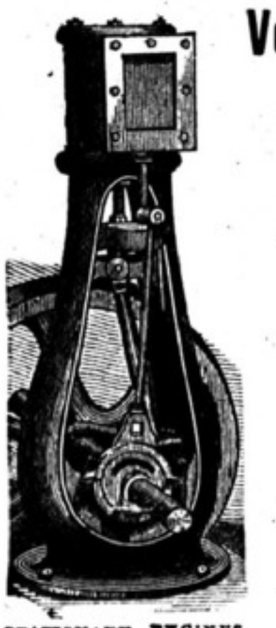
STEAM ENGINES.

We are prepared to furnish on short notice Stationary or Marine, either High Pressure, Low Pressure, Condensing or Compound Engines, Horizontal o Vertical, with or without graduating cut off.

Vertical Engines Kept in Stock.

We keep all sizes of vertical engines in stock, which we are prepared to sell at respective prices. Stationary engine includes Governor, Throttle, Cylinder, and Oiler, Oil Cups and Waste Cocks. Marine Engine includes Link and Reverse Motion, Circular Throttle Cylinder, Oiler, Oil Cups and Waste Cocks, same as stationary,—no governor or fly wheel. Nos. 7, 8, 9 and 10, have single cranks, with separate journal when used with stationary engines.

They are provided with good brass boxes in both ends of connecting rod and cross head, with best possible provision made for taking up the wear. The Cylinder, Steam Chest and lower head are cast in one piece and the frame, slides, and journals in one piece, thereby lessening liability of derangement and first cost and insuring a durable machine. The Cylinders are neatly covered with cast iron laging. Slide valve with large ports. Piston filled with good metallic packing. Material and workmanship guaranteed.



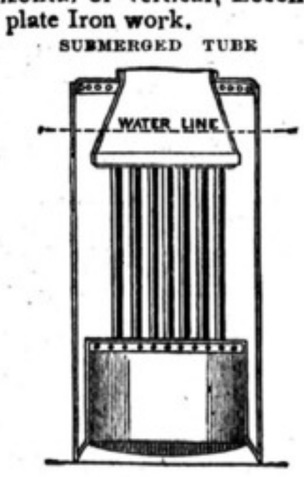
STATIONARY ENGINES

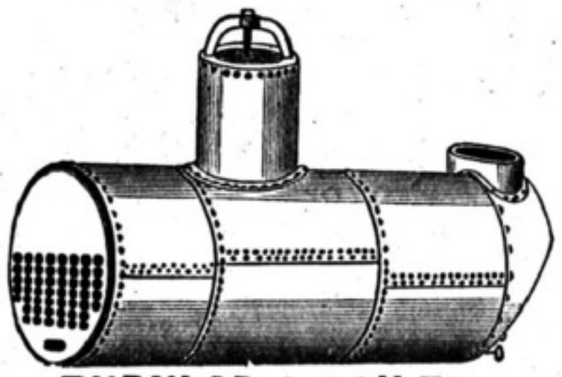
MARINE ENGINES.

BOILERS.

Having provided our new boiler works with the most approved tools for riveting by steam, planing the edges, instead of chipping, drilling, punching, shearing and bending by steam power, we feel warranted in saying we can furnish the best work for the least money in the following kinds of boilers, which we can build of either Iron or Steel: Return flue Marine Boilers, Tubular Boilers, either horizontal or vertical, Locomotive Boilers, Cylinder Boilers, Flue Boilers, Smoke Stacks and general plate Iron work.

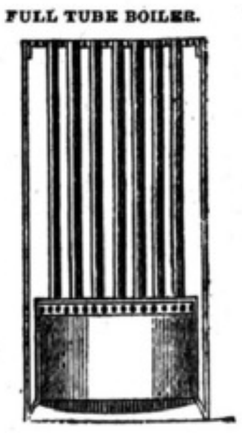
SUBMERGED TUBE



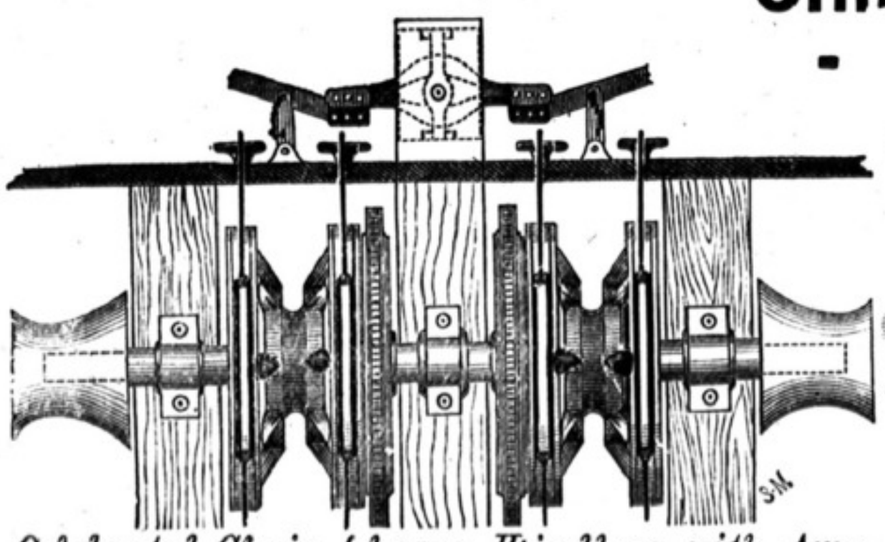


TUBULAR BOILER.

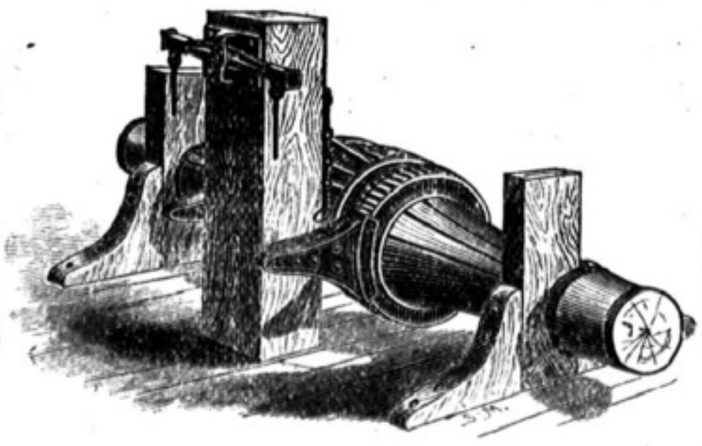
FULL TUBE BOILER.



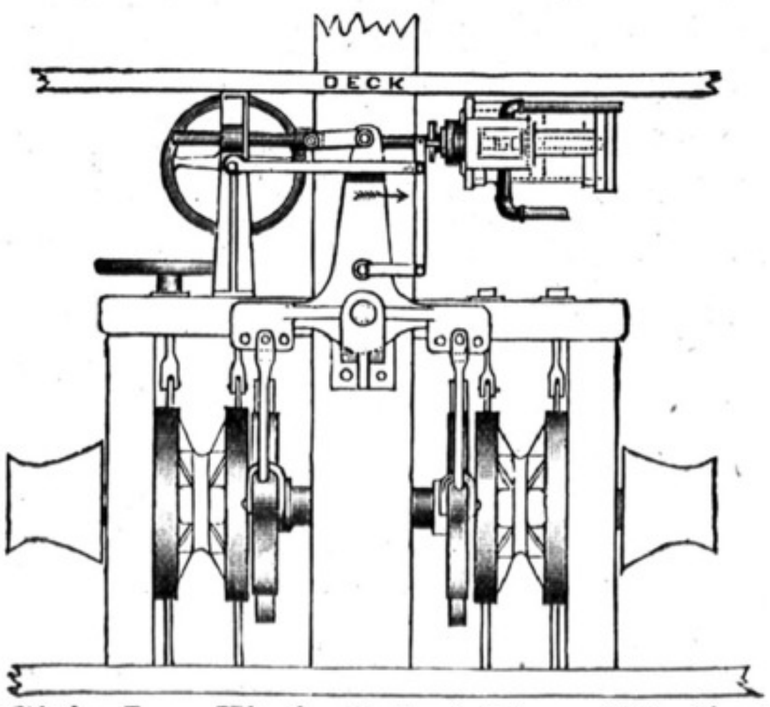
Ship Chandler's List.



Celebrated Chain Sheave Windlass, with Amazeen Beam.



The Common Patent Windlass.



Globe Iron Works Patent Steam Windlass